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HONGKONG, TUESDAY, AUGUST 8, 1911

日四十月六年三統宣

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Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrentz, Esq.,
Hongkong, July 22, 1911. 1424

PANIC IN CANTON.

It was well known that there were
rumours abroad everywhere that on the
eighth day of the month, the reformers were
going to make another attempt to take the
city of Canton, and, if opposed, massacre
the officials. The people of the city were,
therefore, greatly excited on that day. To
make matters worse, towards evening there
was the appearance of a coming storm. As
the Chinese put it, "Black clouds rose
from the four quarters of the heavens and
filled the sky, so that there was an almost
supernatural darkness." Then the rain
fell in torrents, and there was no electric
light in the city. The shopkeepers
hastened to put up their shutters and
the place was almost deserted. But the
real panic happened somewhat earlier in
the day.

It appears from the report before us, that
a scavenger had been ordered to enter
one of the drains of the city and when he
had finished his work, he emerged from the
dark hole. "Some people, who did not
know what he had been doing, saw
him emerging, and immediately raised
the cry that the revolutionists
were entering the city through the
drains! This cry was taken up by those
near by, and so the rumour went through
street after street. So terrifying was it,
that several companies of soldiers were
marched forth to the place from which the
rebels were said to be emerging. Of course,
when they reached the place there was
nothing to be seen. Then there was
naturally more clamour, and the soldiers
displayed considerable rage because they
had been fooled out on such a wild-goose
chase.

The whole episode shows that the nerves
of the Cantonese are just now somewhat
highly strung, and there is little wonder that
they are leaving Canton in such numbers,
and seeking the quiet of Hongkong, where
at least they are free from these alarming
rumours. It would be as well for the
Government to seek to calm the nerves of
the people before they take any further
steps for the safety of the city.

It sounds very astounding, says the
L. and C. Express, when the statement is
made, but the fact appears to be correct,
that the value of the imports of rubber into
Great Britain last year amounted to
\$28,000,000, or one-tenth part of the total
value of the country's imports of raw
materials other than food, drink or tobacco.

Major-General Boardman has just
returned from his command of the troops
in South China. It will be interesting,
says the World, to see how his services
will be utilised. He made a most capable
commander of the Egyptian Army, did
well in South Africa, and ought to be given
a Cavalry command. Seniority, however,
is against him.

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Hongkong, November 10, 1909. 1374

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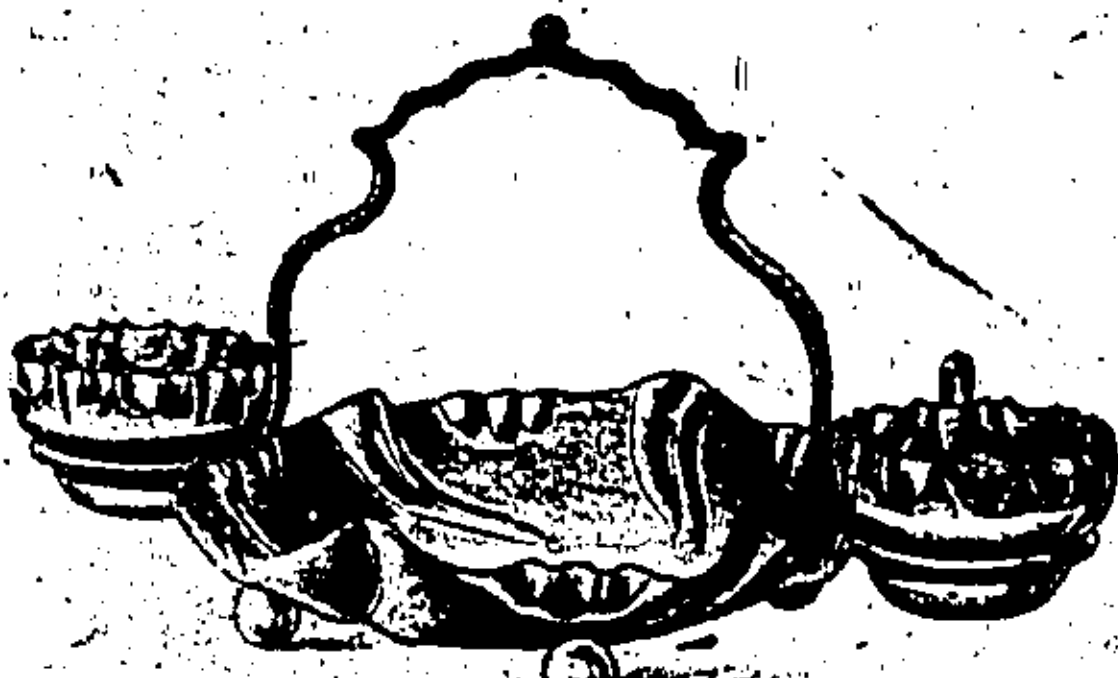
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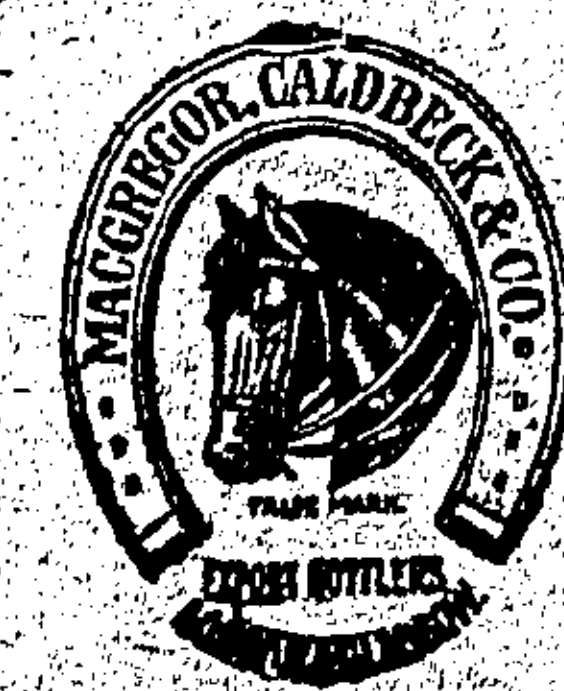
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FRANCISCO TSE YAT, General Manager.

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Hongkong, April 29, 1911. 818

**HONGKONG AND SOUTH CHINA
STEAM FISHERIES CO., LTD.**
NOTICE IS HEREBY GIVEN that the
ORDINARY GENERAL MEETING
of Shareholders will be held at the Office
of the General Manager on the 8th day of
August, 1911, at 12 o'clock Noon, for the
purpose of considering the Report and
Accounts to 30th June, 1911, and to
transact any business that may be trans-
acted at an Ordinary General Meeting.
Notice is given that the TRANSFER
BOOKS of the Company will be CLOSED
from 1st to 9th August, 1911, both days
inclusive.
BRADLEY & CO.,
General Managers.
Hongkong, July 28, 1911. 967

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS of this
Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
19th day of August, 1911, at Noon, for the
purpose of receiving the Report and the
Statement of Accounts to 30th June, 1911.
The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 7th August, to SATURDAY,
the 19th August, 1911, (both days inclu-
sive) during which period no transfer of
Shares can be registered.
By Order of the Court of Directors.
N. J. STABB,
Chief Manager.
Hongkong, August 2, 1911. 987

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MITSUI BUSSAN KAISHA.
Hongkong, December 17, 1910. 1822

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The Kiook, Blake Pier.
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Ali Choo (Queen's Road).
W. C. Cheong (D'Agular Street).
Baiton & Son (Kowloon).
Hong Cheong (Kowloon).

RUBBER OR BANANAS?

**Action Against "Largest
Dealers in the World."**

A sequel to the purchase of shares in a
company floated during the rubber boom
was heard on July 13 at Liverpool Assize,
when, before Mr Justice Jush, damages
for alleged false and fraudulent representa-
tion and alternatively for breach of war-
ranty, were claimed from Messrs. Heilbut,
Symons and Co., of London and Liverpool,
by Mr Ernest Edward Buckleton, of
Liverpool.

The case was followed with much
interest by Liverpool business men, and
that the details were complicated may be
gathered from the fact that Mr F. E.
Smith occupied two hours in opening the
case for the plaintiff.

Mr Buckleton, said counsel, was a well-
known Liverpool citizen, who, after coming
from New York, established at Litherland a
rubber regeneration works under the name
of the North-Western Rubber Com-
pany, Ltd., of the United States of
America. The defendants were rubber
merchants at Fenchurch-street, London,
and had a branch at Chapel-street, Liver-
pool, their concern being a very large one.
There had been a great deal of investment
in rubber in the past few months through
its appreciation in value, and the charge
which was made in this case was a serious
one. The present action was in the nature
of a test action.

During the boom hundreds of companies
were floated, and a large number of rotten
and wholly unsubstantial companies ap-
peared to a public which was not acting
with the care and experience of the mer-
chants and brokers who were in the trade.
The latter knew that rubber trees took five
years to mature, and that any new com-
pany which proposed to plant new trees
must look forward to five sterile years.

The name of defendants at that time was
regarded as a guarantee that an estate
which they took up and recommended to
the public as a rubber investment provided
no point of resemblance with any of these
unsubstantial companies he had spoken of.
The particular company which they did
take up was The Filisola Rubber and Pro-
duce Estate, Limited, for which they were
not only underwriters, but for which they
authorised their head agent in Liverpool,
Mr Johnson, to act. This company was to
own 24,000 acres in Mexico.

The firm acquainted Mr Johnson of the
floatation of the company, but he seemed to
have had only a cursory glance over the
prospectus. Before the prospectus was
issued to the public the firm authorised
him to dispose of a certain number of the
1,200,000 two shilling shares which were to
be issued. Mr Johnson disposed of the
shares rapidly amongst his business friends,
one of his letters showing that Mr Philip
Barey, of Manchester, and Mr Henderson,
Manchester, had asked for 20,000 and
10,000 shares respectively.

OVER THE TELEPHONE.
There were several other transactions,
and plaintiff on April 14 had a conversation
with Mr Johnson over the telephone.
Plaintiff asked him for a prospectus, but
Mr Johnson said he had not one; the com-
pany was the Filisola Rubber Company.
"Is it all right?" said plaintiff, to which
Mr Johnson replied, "We are bringing it
out." The plaintiff said, "Well, your name
is good enough for me. Is it possible for
me to get any shares?" Mr Johnson
replied that he could, and agreed to sell
him 5,000 shares at a premium of 1s. 3d.,
at which they were then selling. A little
later plaintiff obtained another thousand,
the premium then being 1s. 6d.

The whole suggestion in the proceedings
was that defendants, the respected and
great rubber firm, were bringing out a
rubber company, which no one but rubber
people would take an interest in. The
defendants knew that any rubber company
which bore their name, of which they were
the underwriters or promoters brought out
at this time would sell its shares like wild
fire. These people in Liverpool who were
taking the shares were not subscribing on
the prospectus, because it was not forth-
coming at this moment, but on the name of
the firm, and the assurances given by Mr
Johnson that it was a rubber company.

The prospectus first appeared in the
newspapers on April 20, with a heading of
a very curious character: "For public in-
formation only, and not to be construed as
an invitation to subscribe." In it was
stated that the property comprised 24,000
acres, bounded on three sides by a deep
navigable river. Four hundred acres were
under cultivation, on which 15,000 trees
were twelve years old.

Just imagine, added Mr Smith, how the
mouths of the investors would water at
that! The annual estimated yield was
15,000lb in 1910, rising to 430,000lb in 1915.
It was a dazzling prospect, and particulars
were also given of other products. Bananas
would at once be planted on 2,000 acres,
and the profits from rubber and bananas
would be in 1910-11 £31,000, equal to 28
per cent. on the capital, in 1911-12 £37,000,
in 1912-13 £42,000, in 1913-14 £46,000,
in 1914-15 £55,000, and in 1915-16 £81,000.
The last was equal to 67 per cent. Any-
thing could have happened under the
auspices of this company introduced to the
simple-minded merchants of Liverpool.
(Laughter.)

Balder dominated the prospectus, but
in the Memorandum of Association the
objects of the company were
to cultivate, grow, cure, prepare for
market, manufacture, sell, and deal in
rubber, tea, coffee, tobacco, coconuts,
sugar, cocoa, spices, opium, wines, rice,
cereals, cotton, flax, grain, coconut fibre,
fruit, eggs, oil, pepper, glass, bone,
and artificial manures.
"I don't know," said Mr Smith, "but
I don't know, there was no reference to
that refreshing food the banana."
(Continued on Page 5)

Intimations.

EMPIRE THEATRE.
TODAY AND TOMORROW NIGHT,
AT 8.30 P.M.
THE FAMOUS
HANG PING CHIEN
AND HIS TROUPE
of Magicians, Jugglers and Acrobats who
have performed before Kings, Princes,
Legations and Consulates, and have
also performed in the "CHING PING"
Theatre for 3 nights about 2 years ago,
will give Special Performances for
TWO MORE NIGHTS ONLY.
AT
THE EMPIRE THEATRE.
Hongkong, August 7, 1911. 1004

**RIGHTS, DUTIES AND
LIABILITIES OF
SHAREBROKERS.**
EVERY man and woman in Hongkong
should read the series of articles
appearing in the "Hongkong Telegraph"
on "The Rights, Duties and Liabilities of
Sharebrokers."
The Law is clearly stated.
The Faults of the Hongkong system
criticised.
Two articles have already appeared but
back numbers can be obtained on applica-
tion.
Further instalments will appear on
SATURDAYS until completion of the
series.
DON'T MISS THEM.
They will interest you deeply, and are
worth preserving.
"HONGKONG TELEGRAPH,"
47, DES VŒUX ROAD CENTRAL.
Hongkong, August 7, 1911. 1003

BACON & HAM
Do you want the best for your
table?
SEND US YOUR ORDERS.
We stock absolutely first quality
Australian mild cured Bacon and
Hams.
Prices Moderate.
THE DAIRY FARM CO., LTD.
Hongkong, November 12, 1911. 66

JAPANESE MAKERS.
EVERY KIND
OF
Footwear
MADE
TO
ORDER
CHERRY & CO.,
135, WELLINGTON STREET.
Hongkong, May 15, 1910. 578

YEE SANG FAT,
OPPOSITE POST OFFICE.
TAILORS AND OUTFITTERS.
STYLE AND FIT
GUARANTEED.
NEW STOCK—
Helmets (Cork and Rubber).
RAIN COATS.
BATH ROBES
AND
SUMMER UNDERWEAR.
Hongkong, Sept. 20, 1910. 184

**THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.**
SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.
J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.
Total Assets Dec. 31, 1910, G. \$434,715,923
Surplus 85,000,459
Dividends to Policyholders 1910 10,576,127
Total paid Policyholders 1910 63,439,360
Total Expenses for 1910 10,392,032
Gross earnings from Interest and Rents for 1910 21,046,838
Gross rate of Income from Investments 1910 4.67
Hongkong, May 30, 1911. 717

Intimations.

**The Wrong
WAY TO READ.**
If you have to hold the print
too far away to see clearly, the eyes will
be strained to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Either way is bad.
See us and have the satisfaction
of using a pair of right fitting,
right seeing glasses.
CLARK & Co.
SCIENTIFIC OPTICIAN
YORK BUILDING, CHATER RD.
HONGKONG
Hongkong, February 14, 1911. 77

NOTICE.
VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
of Members will be held in the Grand-
room on WEDNESDAY, the 9th August,
at 5.30 P.M., for the purpose of considering
and passing the Annual Reports and State-
ment of Accounts for 1910.
FRANK LAMBERT,
Hon. Secretary.
Hongkong, August 3, 1911. 900

BIJOU SCENIC THEATRE,
FLOWER STREET.
Cinematograph Vandoville
9.15 P.M. EVERY EVENING 9.15 P.M.
MISS VIOLET BONNETTA
MR R. H. STEPHENSON,
and
FRANK MELROSE.
7.15 P.M. PICTURES ONLY 7.15 P.M.
See Hand Bills.
Lessee and Manager:
R. H. STEPHENSON.
Hongkong, August 1, 1911. 984

博士力汽水
**HOME-MADE MINERAL
WATERS.**
BETTER THAN FACTORY-MADE.
Why continue purchasing
factory-made Mineral
Water? Make your own
Mineral Water at home
at a cost of 90 cents a
dozen Syphons. Then
you know the water is
pure, and contains no
disease germs. With the
"PRIMA"
SPARKLET SYPHON
you can make a dozen
Syphons of delicious
Mineral Water and the
cost less than if you buy
factory-made Mineral
Water. All Chemists
and Stores sell "Prima" Sparklet Syphons
and Bulbs.
Price of Syphons..... \$2.00 each.
Bulbs..... 0.80 per box.
Wholesale Price—
Syphon per doz..... \$16.00 f.o.b.
Bulbs per doz. boxes..... \$ 8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vœux Road Central,
HONGKONG.
行發總
司公限有行生廣港香
Hongkong, March 1, 1911. 294

S. HANDA.
JAPANESE MASSAGIST.
2nd Floor,
No. 60, QUEEN'S
ROAD
CENTRAL
HONGKONG.
Near the Old
Post Office.
Hongkong, July 21, 1911. 935

**SAVARESS'S
SANTALIN
CAPSULES**
PREPARED BY DR. C. SAVARESS
OF PARIS
Sole Importers for Hongkong
Messrs. J. H. B. & Co., Ltd.
40, Des Vœux Road, Hongkong.

To Let.

TO LET.
A FURNISHED HOUSE with Tennis
Court on higher level.
Apply to
L. M.
c/o CHINA MAIL OFFICE.
Hongkong, August 1, 1911. 981

TO LET.
GODOWNS, 93 & 94, PRAYA EAST.
Apply to
CHATER & MODY.
Hongkong, December 8, 1910. 1474

TO LET.
GODOWN No. 54, DUDELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, August 1, 1911. 709

TO LET.
GODOWN No. 4, NEW PRATA,
Bannatyne Town.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, August 1, 1911. 1093

TO LET.
N. 21, D'AGUILAR STREET suit-
able for godown, etc., occupied by
Vienna Cafe Co. Inst.
Apply to
YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, June 29, 1911. 853

TO LET.
FLATS IN NATHAN ROAD, Kowloon.
FOUR-ROOMED HOUSES newly
painted and colour-washed throughout.
Cheap Rent.
New and Commodious SHOPS, NATHAN
ROAD, Kowloon, Immediate possession,
Cheap Rental.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LD.
Hongkong, March 29, 1908. 408

TO LET.
GODOWNS in MASON'S LANE good for
storage of Wines and other articles.
Rent moderate.
The Building now in occupation of The
Mercantile Bank of India to be let from 1st
January, 1912.
Apply to
DAVID SASSOON & Co., LD.
Hongkong, April 22, 1911. 538

TO LET.
GODOWNS, 151 to 153, PRAYA EAST.
SEMI-EUROPEAN FLATS, Moderate
Rent, Praya East—Corner of Obser-
vation Place.—The Trams stop at the door.
Also new EUROPEAN FLATS adjoining
the new Siam's Institute, Praya East.
9 & 10, MACDONNELL ROAD.
CREGGAN, 39, The PEAK.
GODOWNS to let at Blue Buildings 4A,
PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, August 1, 1911. 2

TO LET.
No. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD from 1st June, 1911.
The EYRE, No. 13, PEAK, newly
painted and colour-washed.
OFFICES on Ground and 1st Floor,
CHATER ROAD, (very central position).
No. 9, BEACONSFIELD ARCADE
(Shop).
"SPARKLET CREST," No. 64, Peak,
from 1st August, 1911.
No. 7, DUDELL STREET, 1 Godown.

FOR SALE, TOR OREST, at Peak,
commanding magnificent view of the Har-
bour and adjacent islands.
Apply to
LINSTEAD & DAVIS,
1st Floor, Alexandra Buildings,
Hongkong, Aug. 2, 1911. 18

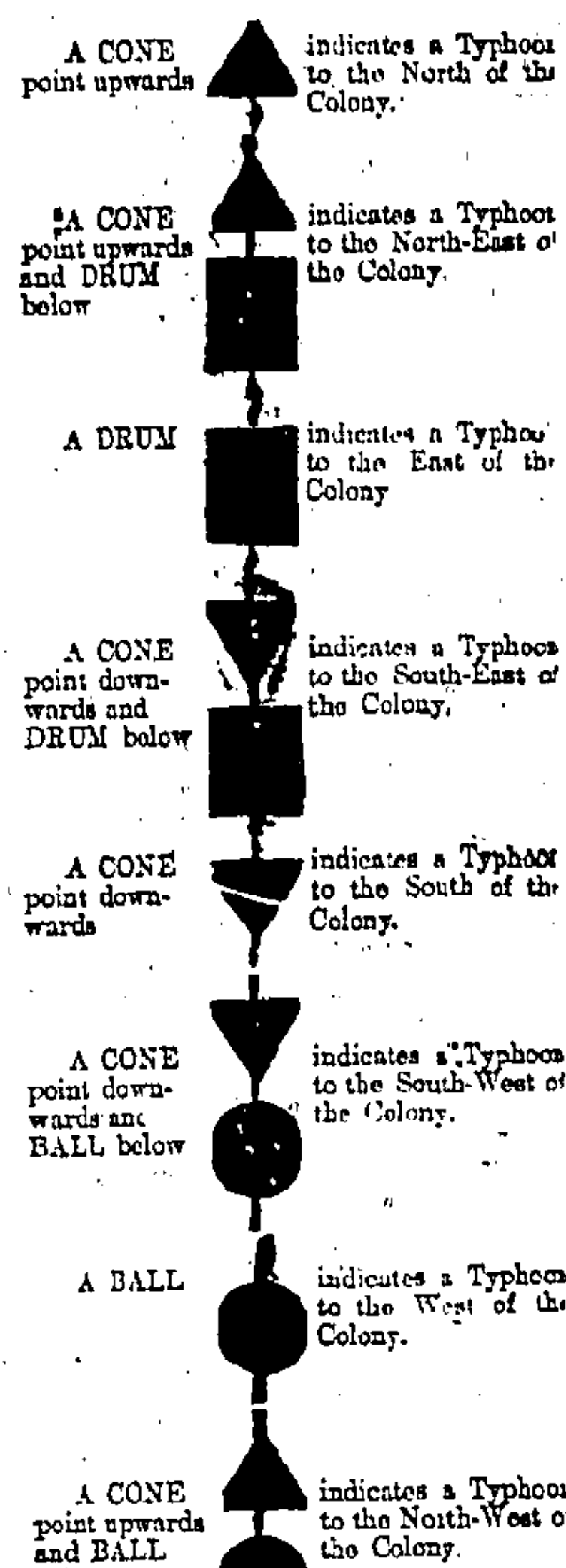
**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
with which is incorporated THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS at 31st DECEMBER, 1910.
£21,252,683.
—Authorized Capital £5,000,000
Subscribed Capital £3,514,845
Paid-up Capital £1,567,597 5 0
II—Fire Funds..... 3,842,215 4 2
III—Life & Annuity Funds 15,845,125 9 7
Sinking Fund Account 97,355 18 6
£21,252,683 17 3
Revenue Fire Branch 2,373,268 17 7
Life & Annuity 1,934,021 9 2
Other Receipts 643,314 10 6
£21,252,683 17 5
The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.
SHEWAN, TOMES & CO.,
Agents.

**CAREFUL ATTENTION TO ALL ORDERS
AND ENQUIRIES FOR LADIES' AND GENTLEMEN'S
HATS, GLOVES, EMBROIDERY,
BLOUSES, SHOES, HAREDAIRY,
&c., &c.**
We Give THE BEST VALUE
THE DRAPERY EMPORIUM,
28, WELLINGTON STREET,
Near D'Agular St.
Telephone No. 207
Hongkong, April 18, 1911.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H.M.S. Tamar, and Green Island signal mast:



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following station during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock Aberdeen
Waglan San Ki Wan
Stanley Sai Kung
Cape Collinson She Tan Yeh
Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given Ocean Vessels, on demand, by signal, from the light house.

F. G. FROE,
Director.

Hotels

THE STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.

Private Dining Room.
EXCELLENT CUISINE.

Tel. No. 1150. Teleg. Address 'TERMOTEL.'

For Particulars apply to
THE MANAGER.

Hongkong, March 1, 1911. 293

VICTORIA HOUSE
10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING HOUSE.

IN THE CENTRAL LOCALITY.

A. WOHLTERS,
The Manager.

Hongkong, October 13, 1910. 1259

VICTORIA HOTEL
LATE
NEW AMOY HOTEL,

KULANGSU. AMOY.

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.

BAR, BILLIARDS AND BOWLING
ALLEY.

Chas. A. Mutton
Proprietor.

Hongkong, January 3, 1911.

KING EDWARD HOTEL

A
HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS

Private Bar and Billiard Rooms,
Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TABLE D'HOTE AT SEPARATE TABLES

Tele. Address: 'VICTORIA,' Hongkong

For Terms, etc., apply to the
MANAGER.

Hongkong, October 2, 1908. 1302

'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.

Tel. No. 134. Teleg. Address: 'SACHSOLA.'

A.B.C. Code 4th Ed.

Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.

Proprietress, Mrs F. SACHSE.

Hongkong, September 1, 1908. 1208

BRAESIDE.

PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aire and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.

Telephone No. 690.

Apply to Mrs F. W. WAITE,
'Braeside,' 20, Macdonnell Road.

Hongkong, September 2, 1908. 121

AGENTS

LONDON.—F. ALAN, 11 & 12 Clement's
Lane, Lombard Street, E.C. 3.

& Co., Ltd., 100 Queen's Road, Victoria
St. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

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church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

ST. CLARKE, SON & FLATT, 85 Grace-
church St., E.C. 4.

FOR THE HOT SEASON!!!

If you like a cold drink go and get an

ICE
BOX

A NEW LOT

HAS JUST ARRIVED.

ALL SIZES TO BE HAD AT

REASONABLE PRICES!

F. BLACKHEAD & CO.

A RUBBER ROMANCE

How The Forests Were Founded
in Ceylon.

Thirty-five years ago there were planted in Ceylon, Malaya, and other places in the East, the first rubber seeds from which have sprung the forests and the consequent great industry which is now responsible for the employment of £50,000,000 capital in the East. There is something of a romantic history attached to the foundation of this industry, the original seeds having been obtained from Para by Mr. E. A. Wickham, who was commissioned by the India Office, in adventurous circumstances. He went to the Topogus plateau on the Amazon, a remote locality, chartered a steamship which happened to be there, hastily collected with the assistance of Indians, some seeds, and got them to the coast.

There were 70,000 seeds packed in crates, and it appears that had the Brazilian authorities known the nature of the contents they would have confiscated them. As the seeds would not have survived the journey direct to Ceylon, they were taken to London and planted the moment of arrival, at night, in Kew Gardens. Of the 7,000 plants that grew, 1,700 were sent in miniature hot houses to Ceylon, where they were replanted, and in time gave seeds of their own. Thus were the rubber forests established.

At a banquet given in connection with the International Rubber Exhibition, advantage was taken of the occasion to present, on behalf of the Middle Eastern rubber industry, a cheque for £1,000 and the certificate for an annuity to Mr. H. A. Wickham in respect of his achievement.

MISSIONARY CENTENARY.

To commemorate 100 years of foreign missionary work it was proposed at the Wesleyan Conference at Cardiff on July 14 to raise a centenary thanksgiving of not less than 250,000 guineas collected in 100 pennies in 100 weeks from members.

At the annual conference of the United Methodist Church at Manchester it was reported concerning the Foreign Missionary Fund that there was an overdraft of over £11,000, and that the normal expenditure exceeded the income by £5,000. Mr. W. H. Butler, the missionary treasurer, said it would be necessary to call upon the congregations for the money or call the missionaries home. An appeal from the platform brought a large number of promises of subscriptions.

Says Truth:—If the Calcutta Turf Club is the respectable institution it is said to be, it can hardly relish the notoriety it has acquired in connection with its Derby sweepstakes. The pretence that it is a club sweepstakes in the ordinary sense of the term is, of course, an absurdity. It is said that tickets are only sold to members, but some of the members evidently act as agents for advertising touts, who dispose of the tickets to all and sundry in this country, as well as in India. Presumably the members in question take some share of the profit, which the touts add to the fixed price of the tickets. The business may be legal in India, but here it is a violation of the Lotteries Act, with which it will be necessary for the police to deal.

A Vienna wire of the 14th ult.—an announcement of the engagement of the Archduke, Charles Francis Joseph, the Emperor's eldest great-nephew, to Princess Zita of Parma-Bourbon, the thirteenth child of the late Duke Robert of Parma. The betrothal took place quietly in the Parma Villa at Viareggio yesterday, before the Archduke's departure to attend the Coronation in London, only his mother, the Archduchess Maria Josefa, being present besides the Archduke and the members of the Parma family. The Press receives the name of the future Empress with satisfaction. The betrothal is understood to have been approved by the Emperor, who left the Archduke a free choice. The Princess Zita is but little known in Vienna, the numerous Parma family having lived during the summer at Schwarzenau, near Wiener Neustadt, and in winter at Viareggio.—The Bangkok Times.



HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 3rd, 1911.

At 100 cents per Dollar Mexican

Butcher Meat.

Beef Sirloin & Prime Cut—Moi Lung Pa	lb	20
Comed—Ham Ngau Yuk	..	22
Roast—Shiu	..	22
Breast—Nagu Lam	..	15
Soup—Tong Yuk	..	20
Steak—Nagu Yuk Pa	..	22
Sirloin Coton—Nagu Lau	..	30
Sausages—Nagu Chong	..	20
Bullock's Brains—Knew	per set	9
Tongue fresh—Nagu Li	each	60
Comed—Ham Ngau Li	..	60
Head—Nagu Tan	..	85
Heart—Nagu Sun	..	12
Hump, Salt—Nagu Nin	..	18
Feet—Nagu Kark	..	8
Kidneys—Nagu Yiu	..	8
Tail—Nagu Moi	..	18
Liver—Nagu Kon	..	12
Tripe (undressed)—Nagu To	..	6
Calve Head & Feet—Nagu-chai-tau-kark	set	81
Mutton Chop—Yeung Poi Kwat	..	15
Leg—Yeung Poi	..	22
Shoulder—Yeung Shau	..	20
Pigs Chittlings—Chu Chong	..	22
Brains—Chu Know	..	22
Feet—Chu Kark	..	12
Fry—Chu Chuk	..	25
Head—Chu Tau	..	15
Heart—Chu Sum	..	13
Kidneys—Chu Yiu	..	9
Liver—Chu Chu	..	15
Pork Chop—Chu Pai Kwat	..	20
Comed—Ham Chu Yuk	..	24
Leg—Chu Poi	..	15
Fat or Lard—Chu Tau	..	14
Sheep's Head and Feet—Yeung Tau Kark set	50	
Heart—Yeung Sum	..	each 6
Kidneys—Yeung Yiu	..	9
Liver—Yeung Con	..	15
Sucking Pigs, To Order—Chu Chai	..	20
Suet, Beef—Sang Ngau Yuk	..	22
Mutton—Sang Yeung Yau	..	22
Veal—Nagu Chai Yuk	..	20
Sausages—Nagu Chai Chong	..	20

Poultry.

Chicken—Kai Chai	..	1b 32
Capons, Large, Small—Sin Kai	..	33
Ducks—Ap	..	22
Doves—Pan Kau	..	each 24
Eggs, Hen—Kai Tan	..	per doz 24
Fowls, Canton—Kai	..	1b 36
Hainan—Hoi Nam Kai	..	33
Geese—Ngai	..	22
Geese, Wild S'hai—Shang-hoi Yeh Ngai pair	..	each 1
Musk Deer—Wong Keng	..	each 1
Hare, Shanghai—Tu Chai	..	1
Partridge—Chu Khoo	..	1
Pheasant—Shan Kai	..	pair 30
Pigeons, Canton—Pak Kup	..	each 30
Holohow—Hoi How Pak Kup	..	23
Quail—Um Chun	..	1
Rice Birds—Wo Fa Cheuk	..	dozen 1
Snipe—Sa Choy	..	each 80
Jurkeys, Cock—Phor Kai Kung	..	45
Hen—Na	..	45
Wild Ducks, S'hai—Shang-hoi Sui Ap pair	..	1
Local—Sui Ap Chai	..	1
Wild Ducks Canton—Sang-Shing Sui Ap	..	1

Fish.

Barbel—Ka Yu	..	1b 10
Bream—Bin Yu	..	16
Carp Fresh Water Fish—Hoi Sin Yu	..	16
Canton—Li Yu	..	22
Catfish—Chik Yu	..	20
Codfish—Mue Yu	..	17
Crayfish—Hoi	..	20
Cuttle Fish—Muk Yu	..	15
Dab—Sa Mang Yu	..	15
Dog—Wong Mei Lun	..	12
Dace Fish—Tit Tu Sa	..	9
Eels, Congor—Hoi Mann	..	17
Fresh water—Tam Sin Yu	..	16
Eels, Yellow—Wong Sin	..	32
Frogs—Tien Kai	..	28
Jaroupa—Sek Pan	..	60
Gudgeon—Pak Kup Yu	..	13
Hearings—Tao Pak	..	20
Halibut—Cheung Kwan Kung	..	36
Labrus—Wong Fa Yu	..	20
Loach—Wu Yu	..	32
Lobsters—Lung Ha	..	40
Mackerel—Chi Yu	..	28
Monk Fish—Mang Yu	..	32
Mullet—Chai Yu	..	32
Oysters—Sang Hoo	..	20
Parrotfish—Kai Kung Yu	..	18
Perch—Tau Loo	..	19
Pike—Fa Rew Pong	..	10
Plaice—Pan Yu	..	18
Pomfret, Black—Hak Chong	..	24
Pomfret, White—Pak Chong	..	24
Payma—Ming La	..	43
Ray—Pai Fa	..	10
Rock Fish—Sek Ka Kung	..	18
Salmon—Chun Yu	..	18

CHEONG HING.

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

JUROR, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, No. 77, QUEEN'S

ROAD CENTRAL.

Hongkong, October 13, 1910. 1218

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin. Those who intend learning the Chinese language are requested to write care of Chinese Mail office or direct to 37, Hollywood Road, 1st floor. Hongkong, December 24, 1910. 1235

肉食

長	扒肉	1
龍牛	肉	1
尾鹹	燒牛腩	1
牛腩	肉	1
牛腩	肉	1
牛腩	肉	1
牛腩	肉	1
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The most refreshing Perfume for the hot season—

SWEET LAVENDER!

Watson's Specialities:—

Ye Old English Lavender Water

A DELIGHTFUL PERFUME.

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

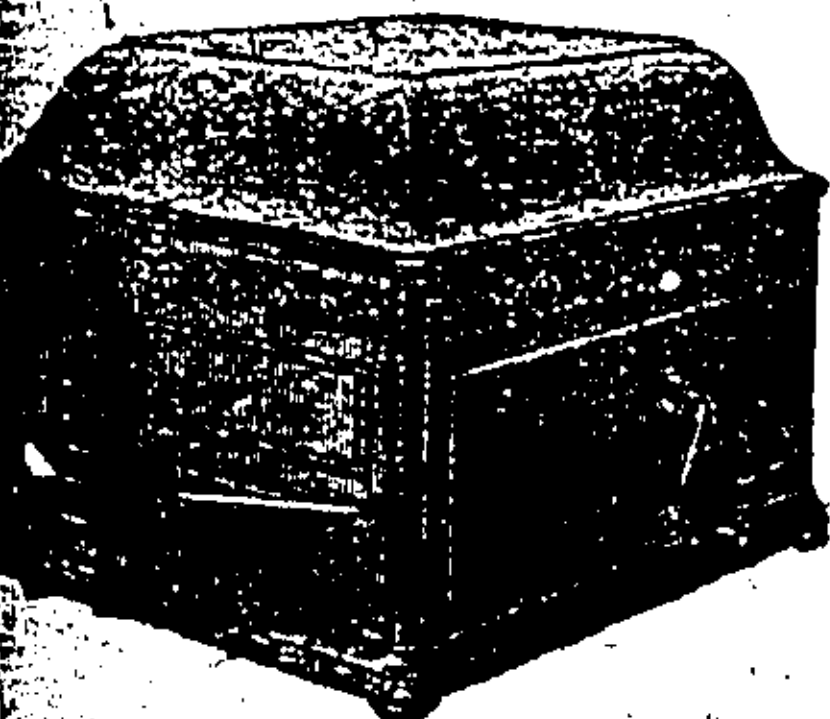
Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

The New
Hornless
VICTROLA X



Price \$175.

A PERFECT MUSICAL INSTRUMENT.

S. MOUTRIE & Co., Ltd.

SOLE DISTRIBUTORS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

CHILDREN'S DEPARTMENT.

THE NEW

'BONNIE'
Straw Hats

FOR

Boys and Girls.

\$1.50, \$2.50, \$3.50.

A VERY PRETTY DESIGN.

Wm. Powell, Ltd.

VICTORIA THEATRE.

DES VŒUX ROAD CENTRAL.

15 P.M. to 8.45 P.M. AND

9.15 P.M. to 11.15 P.M.

THE FINEST AND COOLEST

HALL in the COLONY.

RETURN VISIT

of the celebrated

DONNELLY TROUPE

UNPARALLELED SUCCESS.

Look out for the Great Artist

LINDA DAVIES

COMING SOON

is built, and then pulled to pieces again. One is constrained to ask if the work of native contractors engaged to erect Government buildings is not subject to constant inspection by the P. W. D. officials. It so, surely the use of "decidedly inferior" concrete could have been detected long before the roof was completed. We believe this "discovery" was mentioned quite half a year ago in the Legislative Council, when it was stated that it had occasioned a delay of about two months. We are now wondering if the roof has yet been finally completed and, if so, when the Market will be ready for completion. On neither of these points do we find any information in the report of the DIRECTOR OF PUBLIC WORKS. But perhaps in view of the falsification of his past hopes in connection with the Law Courts and the Post Office, the Hon. Mr. CHATHAM has decided to henceforth refrain from speculations into the future where Government buildings are concerned. Be that as it may, it is high time the contractor was spurred on a little and the public provided with a convenience of which it stands badly in need.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 7½d.

Alterations are now being carried out to the old Post Office buildings.

The price of ice in Hongkong has been reduced from 1½ cents to 1 cent per lb.

Singapore was to have two August holidays: Saturday 26th and Monday 7th.

The body of a Chinese male, aged about 52, was found in Bowrington Canal yesterday.

Some capital photographs of the recent floods in Hongkong reach us from Mee Cheung.

The Hongkong Ice Company has declared an Interim Dividend of two dollars per share.

The police found a Chinaman in Queen's Road in a very sick state. He was removed to hospital, but died before reaching the institution.

Governor-General Oshima has been ordered by the Emperor of Japan to go on a tour to Europe and America for the inspection of the military systems of these countries.

A Chinese female passenger on the "A. Haining" reports that while she was standing on the deck some person picked her pocket and stole a purse containing \$134 in money.

Messrs A. S. Watson and Co. have removed their Aerated Water Factory to North Point. A Central Depot has been opened in Connaught Road Central, opposite the stone wharf.

The master of the licensed steam launch, Tak Lee, was fined \$15 by Commander C. W. Beckwith, R.N., at the Marine Court this morning, for disobeying the orders of the Harbour Master.

Last night a large congregation assembled at St. John's Cathedral for the organ recital given by Mr. Dungan Fuller. Pressure on our space compels us to hold our notice over until to-morrow.

Owing to the Empress of China not being available to take mails for Canada etc., on her due date under contract viz. at 6 p.m. on Saturday the 12th inst., these mails will in consequence be forwarded on the previous day by E.M.S. Korea and will be closed at this office at the time indicated for that ship.

The recent typhoon gave Macaoites a pretty anxious time. On Friday evening last the barometer dropped to 29.40 and the wind blew furiously all night. On Saturday afternoon the wind was even stronger. Two Chinese tenements collapsed, but no other damage has yet been reported.

A report has been made to the police by a Chinese contractor residing in Ship Street, who says that he was approached by a man who wanted an estimate for effecting sundry repairs in a kitchen and was invited to inspect the premises which were in Canton Road, Kowloon. No sooner was he in the house than three men entered, bound and gagged him, and relieved him of money and jewellery to the value of \$150.

The Norwegian steamer "Prominent," which for some time past has been running under charter to the China Merchants S. N. Co., has just been purchased by that Company. The old complement of officers and engineers has been paid off and will be sent home, the C. M. S. N. Co. putting in their own men. The vessel under the Chinese flag will take the place of the ill-fated steamer "Medeo" which was lost a few months ago.

TIME SAVED.

If you are a working man you will appreciate the promptness with which Chamberlain's Colic, Cholera and Diarrhoea Remedy acts. A severe attack of diarrhoea or cramp can be usually cured by one or two doses and no loss of time will be incurred, whereas several days would be required to overcome the effect of such an attack under the ordinary method of treatment. For sale by all Chemists and Storekeepers.

CLAIM UNDER THE LIQUORS ORDINANCE.

When Duty is Payable.

An interesting case under the Liquors Ordinance came before the Chief Justice, Sir Francis Pigott, and Mr. Justice Gompertz, sitting as Full Court, at the Supreme Court this morning, the parties being Messrs H. Price and Co., Ltd., plaintiffs, and the Hon. Attorney General, defendant, the claim being for \$1,640.38.

Hon. Mr. E. Pollock, K.C., appeared for plaintiffs, instructed by Mr. R. F. C. Master and Hon. Mr. G. C. Alabaster, acting Attorney General, defended, instructed by Mr. F. B. L. Bowley, Crown Solicitor.

The statement of claim set out that under the provisions of sub-section 7 of section 3 of the Liquors Ordinance, 1909, certain duties, which were set out in the sub-section, were made payable upon certain kinds of intoxicating liquors therein specified which, under the ordinance of September 1909, should be imported, distilled, made or prepared in the Colony of Hongkong. It was also enacted by the sub-section that "A should be lawful for the Legislative Council at any time, by resolution, to alter and amend all or any of such duties. By resolution of the Legislative Council passed on March 14, 1911, the duties referred to were altered and increased. Subsequently to September 17, 1909 and prior to March 16, 1911, plaintiffs imported large quantities of intoxicating liquors and placed the same in the King's or licensed warehouse in the Colony in accordance with the ordinance. On various dates since the passing of the resolution plaintiffs took delivery from the warehouse certain of such intoxicating liquors. Before plaintiffs took such delivery the Superintendent of Imports and Exports wrongfully demanded from plaintiffs and insisted on payment of duties on such liquors in accordance with the scale set out in the resolution.

Plaintiffs claimed that the duty properly payable in respect of such liquors as imported should be in accordance with the scale set out in sub-section 1 of section 3 of the Liquors Ordinance, 27 of 1909. In order to obtain possession of such liquors plaintiffs were compelled to pay, and had paid under protest, duty on such liquors, the excess of duty payable in respect of such liquors being \$1,640.38. Plaintiffs claimed that amount and costs.

Defendants denied that the requirements of paragraph 136 of the Code of Civil Procedure had been complied with by plaintiffs. It was provided by the liquor ordinance that the duty upon intoxicating liquors imported by sea after the 17th September 1909, and in the case of liquors forthwith removed into the King's or licensed warehouse to be payable before the removal by them from such warehouse unless such removal should be for export or into any King's or licensed warehouse. Defendants did not admit that plaintiffs had taken delivery of the liquor referred to from the King's warehouse. The liquor was removed by plaintiffs from their own licensed warehouse, under removal permits by the Superintendent of Imports and Exports upon the receipt of requisitions sent by plaintiffs to such superintendent to issue such permits on payment of duty. All the said liquors had been imported by sea after September 17, 1909 and no duty whatever had been paid thereon prior to the demand of the Superintendent of Imports and Exports and the said demand necessarily followed the receipt of plaintiffs' requisitions and was not wrongful. The removal of the liquor was not for export or into any King's or licensed warehouse. Defendants admitted that the amount of duty which plaintiffs were properly liable to pay after the passing of the resolution amounted to \$1,678.43.

Mr. Pollock said that plaintiffs had been in the habit for some time past of importing liquors into the Colony by sea for the purposes of their business. These liquors in question were imported under the provisions of ordinance 27 of 1909. After the liquor was imported by plaintiffs into the Colony and before they had removed them from their warehouse, which was a licensed warehouse, there was passed a resolution by the Legislative Council of this Colony, that any liquors imported after the date of the passing of the resolution, should pay increased duty, which their Lordships would find in the Government Gazette of March 17, 1911.

The Chief Justice—The duties and not been paid?

Mr. Pollock—No.

The Puisne Judge—Not paid until removal?

Mr. Pollock—No. I will come to that in a moment.

Continuing Mr. Pollock said there was no question of liquors made or distilled in the Colony and the question was with regard to liquors imported by sea.

Mr. Justice Gompertz—It all depends on the word imported.

Mr. Pollock—Yes and the powers of the Legislative Council. It applied to liquors imported into the Colony after the passing of the ordinance and it was enacted that as regards the sum claimed it was paid under protest. Their Lordships had to consider the true construction of ordinance 27 of 1909 and the effect of the resolution of the Legislative Council.

The Chief Justice—It is clear on the reading of the section the Legislative Council can alter the duties.

Assuming that the Legislative Council had meant the resolution to be retrospective that should be beyond their powers

and ultra vires. They said that the effect of the resolution was with regard to future imports.

Mr. Justice Gompertz—Yes.

The Chief Justice—I think we must call on the Attorney General.

Mr. Alabaster said that there were no liquors duties in force in the Colony before the date of the ordinance and when the ordinance was passed it was the clear intention of the Legislature that any liquor imported into the Colony before the date of the ordinance was free, and that any liquor imported after the date of the ordinance was to pay the rate of duty ruling at the time of payment of the duty. The duty which was demanded was the duty in force at the time when it was payable. Entirely for the convenience of the trader, the order was allowed to put liquor into bond, in a general warehouse or a specially licensed warehouse which he had hired. They had certain privileges and at the same time certain risks, the privileges being that they could export liquor from bond without paying duty. Another privilege was that they did not lose interest on the duty but could take out small stocks at a time, but the disadvantage was that they ran the risk of the duty being increased at any time by the Legislature while it was in bond. It was common knowledge that if long notice of the intention to impose duties on certain goods were given the object of the Legislature would be defeated by the trader rushing in his goods at the old rate and it had been clearly laid down that the Legislature could change the rate of duty on liquors by resolution which only took half an hour or so. It was the intention of the mover and seconder.

Mr. Pollock—I must object if my friend is going to refer to anything that took place in the Legislative Council as there are abundant authorities that that cannot be considered by the Court.

Continuing Mr. Alabaster said it would be impossible to frame estimates if people were allowed to pay different rates on liquors. They could not have two scales and it would be impossible for the staff of the Import and Exports Department when a removal permit was applied for, to enquire the exact date that every particular lot of liquor reached the Colony. They knew that no duty had been paid when the goods would not be in bond. Otherwise a permit was applied for the Superintendent was compelled to refuse it unless the proper duty had been paid.

The Chief Justice—There would be a difficulty but not so great as you make out. The Superintendent's books would show the goods and the question is how long the Legislative Council tried to grapple with it. The whole question is whether the goods are imported until after they have left the warehouse.

Proceeding Mr. Alabaster said that the construction he put on it was not an unfair one to the trade and it was the same that was in force in England.

After the time adjournment Hon. Mr. Pollock contended that the ordinance only contemplated two things—import and export. Directly liquors arrived in the harbour limits they were imported by sea and export was defined as taking them away by sea or land. Why should plaintiffs pay a higher duty, simply because they put the liquors into their godown having no immediate use for them, to other people who might have received liquor by the same steamer who cleared earlier? It is simply amounted to this that there was a preference to the other dealers in liquor simply because of the accident of having stored their liquors earlier and prior to the resolution of the Legislative Council. Their Lordships reserved their decision.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 8 p.m. last night:—

Manila, August 7, 6.10 p.m. Cyclone or typhoon W. of the northern Ladrone or Mariana Islands, direction unknown.

Manila, August 8th, 10.20 a.m.—Cyclone or typhoon Pacific Ocean about halfway between the Mariana Islands and the Loo-Choo, moving W. or W.N.W.

SOCIAL AND PERSONAL.

Major L. E. B. Dykes, R.G.A., has been placed on sick list.

Lieut. Fortinque, R.E., arrives per P. and O. s.s. Sicilia, about the 10th inst.

Lieut. Collins, R.G.A., has been posted to 87th Co., R.G.A., and will embark about October 4th.

T. I. H. Prince and Princess Higashi Fushimi, who represented Japan at the Coronation of King George, are returning by the Kamo-Maru due here about 15th inst.

The New York Tribune says—Miss Yu Jung Chang, grand-niece of Li-Hung Chang, was to get on June 14 the degree of Bachelor of Arts from Wells College, Aurora, N.Y. Miss Chang is nineteen years old, and has completed her college course in four and one-half years, the first half-year being spent in taking some preparatory work, and in perfecting herself in English, though she had a slight knowledge of the language before coming to this country. After her graduation she will go to New York to study social work, and in November she will return to her home in Shanghai to work among her own people.

NEW ZOROASTRIAN TRUSTEE.

At an extraordinary general meeting of the members of the Hongkong Canton and Macao Zoroastrian Trust Funds held yesterday at their Club premises in Shelley Street, for the election of a Trustee to fill up the vacancy created by the recent death of Sir H. N. Mody, K.C., Mr. A. E. Avitia, a yarn broker, was elected by the narrow majority of 2 votes. Mr. M. J. Patel was the other candidate.

FILLIS' CIRCUS.

Fillis' well-known Circus, rightly termed the "Show of Shows," will open in the Victoria Skating Rink on Friday, August 11th, 1911, for one week only. The show is one of the best of its kind travelling the world and those who miss seeing it will lose the treat of a life time.

THE HOME STRIKES.

FEARS OF BIG COMPLICATIONS.

(Reuter's Service to the China Mail.)

London, August 7.

A mass meeting of 14,000 strikers was held at Trafalgar Square on Sunday, at which Sir Albert Rolitt's award was announced. The increase of pay and overtime desired by the men was granted.

MEN'S TERMS CONCEDED.

The men, however, will not resume work until the demands of the lighter-men and others are conceded.

The news was received with the greatest enthusiasm by the executive of the London Carmen's Trade Union, who decided to order a strike owing to the masters' delay in dealing with the demands of the Union. Twenty-five thousand men are affected.

SITUATION NOT IMPROVED.

LATER.

Sir Albert Rolitt's award has relieved the tension, but the situation is otherwise unimproved.

It is expected that sixty thousand people will be idle to-morrow.

The lighter-men and coal porters and their respective employers will confer to-morrow under the auspices of the Board of Trade.

Prices of food in London are rising.

The Midway ports are affected, and shipment of Government stores has been impeded.

RAILWAY STRIKE SPREADING.

LONDON, Aug. 7.

The strike of railway porters at Lancashire is spreading to Manchester and other places. Twelve thousand persons are out.

RAILWAYMEN'S DEMANDS.

LONDON, August 8.

A strike has broken out among the Lancashire railwaymen, who are demanding a 54 hours week and an advance of two shillings in wages.

The strike is spreading rapidly, and large Railways are involved.

THE SITUATION.

LATER.

The seriousness of the strike position is due to carmen and other workers now coming out. Consequently, although the demands of 20,000 dockers have been conceded, they refuse to work until the demands of all workers are satisfied.

London is thus more seriously hampered than hitherto, while the Transport Workers Federation threatens to bring out 100,000 workers unless a speedy settlement is effected.

THE KING.

(Reuter's Service to the China Mail.)

London, Aug. 8.

His Majesty the King returns to London to-day.

GERMAN DEMANDS.

OPINION IN PARIS AND BERLIN.

(Reuter's Service to the China Mail.)

London, August 7.

Telegrams from Paris and Berlin agree that Germany's demands are now practically limited to the hinterland of the Cameroons and the French Congo.

ANGLOPHOBIA.

LONDON, August 7.

The Berlin Lokal-Anzeiger declares that the attitude of British statesmen over Morocco has again excited anti-English feeling in Germany.

NOTHING SUPERIOR.

A N ordinary case of Diarrhoea can, as a rule, be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy has no superior for bowel complaints. For sale by all Chemists and Storekeepers.

NEW ZOROASTRIAN TRUSTEE.

At an extraordinary general meeting of the members of the Hongkong Canton and Macao Zoroastrian Trust Funds held yesterday at their Club premises in Shelley Street, for the election of a Trustee to fill up the vacancy created by the recent death of Sir H. N. Mody, K.C., Mr. A. E. Avitia, a yarn broker, was elected by the narrow majority of 2 votes. Mr. M. J. Patel was the other candidate.

FILLIS' CIRCUS.

Fillis' well-known Circus, rightly termed the "Show of Shows," will open in the Victoria Skating Rink on Friday, August 11th, 1911, for one week only. The show is one of the best of its kind travelling the world and those who miss seeing it will lose the treat of a life time.

NEW JAPANESE LINE.

MOJI TO CALCUTTA.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 8.

The Nippon Yusen Kaisha has decided to establish a new steamship service from Moji to Calcutta, taking in Hongkong, Singapore, Penang, and Bangkok.

The service will commence in September, and four steamers of about 3,000 tons each will be engaged.

LINER'S NASTY EXPERIENCE.

COLLIDES WITH ICEBERG.

(Reuter's Service to the China Mail.)

London, August 8.

A New York message says the Anchor liner Columbia collided with an iceberg off Cape Race, Newfoundland.

Her bows were stove in and tons of ice fell on the decks.

The liner had the narrowest escape, but managed to reach New York unassisted in four days.

THE POPE'S HEALTH.

A RELAPSE.

(Reuter's Service to the China Mail.)

London, August 8.

A message from Rome says His Holiness the Pope has had a slight relapse. He is suffering from a cold and gouty pains.

The doctors have ordered His Holiness to remain in his room.

DACCA CONSPIRACY CATE.

NATIVE FINDINGS OVER-ruled.

(Reuter's Service to the China Mail.)

London, August 8.

At the Calcutta Sessions the Judge, disagreeing with the finding of the native assessors that the accused persons in the Dacca conspiracy case were not guilty and that the Government evidence was unreliable, held that the conspiracy had been sufficiently proved.

He sentenced three of the accused to transportation for life and the others to various terms of imprisonment. Five were discharged.

THE STEEL TRUST.

MR ROOSEVELT'S ADMISSIONS.

(Reuter's Service to the China Mail.)

London, August 7.

A message from Washington states that ex-President Roosevelt, voluntarily testifying before a Congressional investigation committee into the methods of the Steel Trust, accepted entire responsibility for the much-criticised sale of the Tennessee Coal and Iron Company to the Steel Corporation, declaring that the deal stopped the panic of 1907. He added that whatever he did in the matter was absolutely wise and right.

IRISH SOCIALISTS.

THE KING INSULTED.

(Reuter's Service to the China Mail.)

London, August 7.

The police broke up a Socialist meeting in Dublin yesterday at which the speakers insulted the King.

Two women were arrested.

A DANGEROUS DISEASE.

DYSENTERY is a dangerous disease but can be cured. Chamberlain's Colic, Cholera and Diarrhoea Remedy has been successfully used in nine epidemics of dysentery. For sale by all Chemists and Storekeepers.

SHERRY

The Finest Sherries.

H. Price & Co., Ltd.

WINE MERCHANTS

12, QUEEN'S ROAD CENTRAL, HONGKONG.

[Continued.] CENSURING THE GOVERNMENT.

MR BALFOUR'S INDICTMENT.

Premier's Notable Reply.

(Reuter's Service to the China Mail.)
LONDON, August 7.

Although the result is a foregone conclusion, interest momentarily centres on the debate on Mr. Balfour's motion in which he is to censure the Government.

No official amendment is forthcoming, but the Government will probably support the amendment of Mr. Crawshaw Williams (Liberal member for Leicester), declaring that the advice of His Majesty's Ministers was the most proper and most practical method whereby the determination of the people can be enabled to prevail against the obstinate opposition of an unrepresentative second chamber. All parties have issued urgent whips.

A SIGNIFICANT VISIT.

LATER.
Lord Knollys, Private Secretary to H. M. the King, called on Mr. Asquith before the latter went to the House of Commons.

THE DEBATE.

Mr. Balfour, in the course of his speech in the House of Commons, affirmed that the Ministers had abused their powers and had put themselves above the Constitution for party purposes in order to prevent the country from pronouncing upon Home Rule. He thought Ministers should be especially careful in advising a new Sovereign, whom, however, they had placed in a cruel position. He believed the advice to the King was given eight months ago.

LATER.

The debate was continued in good-natured fashion, the Liberals claiming the "No Surrender" section and ridiculing the idea of a Revolution.

Mr. F. E. Smith contended that Mr. Asquith gave the advice he did to the King because Mr. Redmond ordered it. He urged the Unionists' party not to submit to a campaign of bluff.

MR ASQUITH'S REPLY.

Verbatim Report of Speech.

LATER.
Mr. Asquith replied to the debate in the following terms:—Though there was no excessive kindness in the tone of Mr. Balfour's speech, my first duty is to tender him on behalf of the Government and its supporters our most grateful acknowledgments. This opportune motion is the very thing we wanted, for on the one hand it gives the representatives of the Government an opportunity, such as we seldom afford, to state to the country with clearness and emphasis whether that advice truly reflects the opinion and judgment of the chosen representatives of the people. Mr. Balfour has complained that I did not give him support of what was apparently a hypothetical vote of censure; the materials in advance from which he could ascertain whether his hypothesis was well founded or not. But the only point he raised in the motion is this—whether under the circumstances in which we stand, with the Veto Bill twice approved in principle, once approved in all its details by the House, passed through the House by continuous and overwhelming majorities, and now met in the House of Lords by so-called amendments, which are really changes fundamental in character and fatal to its purposes, whether it is not the constitutional duty of the Ministers of the Crown to advise the King, if the Lords refuse to give way, to use its prerogatives of creation in order to carry out the will of the people? Mr. Balfour has asked me when the advice was given. The answer is, it was given in regard to the existing situation when a situation had arisen from which no other Constitutional outlet was possible. It was given and accepted in reference to that situation, and it is by a review of that situation, how it arose, that it involves, that the question must be answered as to whether or not the advice was warranted and justified. But when I say that the advice was tendered in view of existing circumstances, it must be clearly understood that I do not mean in the least to convey that there had not been previous communications, as events developed, between the Sovereign and his Ministers on the subject. As it is desirable that there should be no mystery or misunderstanding over a perfectly simple and correct transaction, I may be allowed to say that at the King's strong desire, and, therefore, of course with his expressed permission, I am able to disclose the communications which have hitherto been treated both by the King and his Ministers as confidential.

To make matters clear, I must go back to April 9th, 1910, when the so-called Veto resolutions had been approved by large majorities in the House of Commons and the Parliament Bill founded thereon had been introduced. King Edward was then on the throne and I ask the House to remember that there was every reason to believe that his life and reign would be prolonged. It was notorious that our resolutions, as carried in the House and which were shortly to come before the House of Lords, that they would be laid aside or rejected there. The majority inside and outside the House began to ask, not without some ground, for a more definite and certain course to be taken in the dead-end.

It was in those circumstances that on the 14th of April, 1910, after careful consultation with my colleagues in language approved by them and communicated to the King, who was abroad, that I used these words in the House of Commons:—"If the Lords fail to accept our policy and decline to consider it as formally presented to them, we shall feel it our duty to immediately tender advice to the Crown regarding the steps which will have to be taken if that policy is to receive statutory effect in this Parliament. What the precise terms of that advice would be of course it would not be right for me to say, but if we do not find ourselves in a position for receiving an answer that statutory effect shall be given thereto in this Parliament, we shall then either resign or recommend a dissolution."

Here came the important words, "Let me add this, that in no case will we recommend a dissolution except on such conditions that will secure that in the new Parliament the judgment of the people, as expressed at the election, will be carried into law." That is very plain language, which represents the deliberate policy of the Government and was so understood and accepted at the time, not only by our friends but by our antagonists. That policy was announced by me to the country. That is the only observation I have to make in reply to what I think was an unhappy reference by Mr. Balfour to the King. That policy was announced by me as the head of Government while I was still King Edward's Minister. Within a month his reign was prematurely and most unexpectedly ended. A political truce followed, and for the best part of six months of honest, continuous and unimpeded agreement that experiment finally broke down in an endeavour made by the leading representatives of both parties in the State to arrive at a settlement by the early part of November. We then reverted to the situation as it stood in April. What was the first question which we as Ministers had to determine? Was it whether we should continue in the then existing Parliament, or advise a Dissolution? Having regard in both cases to my declaration of the preceding year, under the circumstances and after the fullest consideration, we thought it right to advise a Dissolution. Nearly a year had passed since the General Election, we were in a new reign, there had been much discussion of the question at issue, and moreover our plan was actually formulated in the shape of a Bill. Of the whole it appeared to us that the arguments for a Dissolution were overwhelmingly strong, but we clearly opened at the same time that it would be neither honourable nor justifiable to go into an election blindfold. In the first place, there was my deliberate pledge given to the Commons in the name of my colleagues and the Government. That pledge I read a moment ago.

Continuing, the Premier said:—A great many hard words are being used about me now. I do not mind in the least. Harder words would have been used, words which I should have minded if it had been a declaration of that kind my colleagues and I, with thousands and millions in the country who repose their trust in us, had been false to our trust. We would have been rightly accused of what I am accused by the Opposition—treachery and trickery. I might rightly have been accused of both treachery and trickery had I, under those conditions, gone into Dissolution without any understanding.

But secondly, quite apart and distinct from any deliberate pledge, we should have thought it right to plunge the country for a second time in nearly a year into the cost and turmoil of a General Election unless we could have felt sure that if it gave a decisive result in favour of our policy, the matter, subject to full Parliamentary discussion, would be regarded by the time being definitely closed. Of course, when we came to the conclusion that it was our duty to advise the King to dissolve we accompanied our advice, on January 16th, 1910, with this statement:—"Your Ministers cannot take the responsibility of advising a Dissolution unless they understand that in the event of the policy of the Government being approved by an adequate majority in the new House, His Majesty will be enabled to exercise his Constitutional powers, which may involve the prerogative of creating peers, if needed, to secure that effect shall be given to the decision of the country."

Ministers are fully alive to the importance of keeping the name of the King out of the sphere of party and electoral controversy. They take upon themselves a duty entire and exclusive responsibility for the policy which they will place before the electors. His Majesty will doubtless agree that it would be inadvisable in the interests of the State that any communication should be made by the Cabinet to the King on November 15th, and His Majesty after careful consideration of all the circumstances past and present, and after discussing the matter in all its bearings with myself and Lord Crewe, felt that he had no alternative but to assent to our advice. Accordingly on November 15th, I as Premier advised the King and he had accepted our advice to dissolve Parliament, and during the debate, answering a question put to me by Mr. Wedgwood, I used this language:—"Mr. Wedgwood has asked me a question regarding the declaration I made on April 14th. That declaration, the language of which was carefully chosen, represents now and did then the intention of the Government. I may say at once, and I am quite sure members on both sides will recognise the justice and I hope the common sense of my position, when I decline altogether and decline to continue to make any statement regarding the advice I may have given or may hereafter give as a responsible Minister to the Crown, that the King stands aloof from all political and party conflicts and it is the duty of all his subjects and Ministers to maintain his absolute detachment from the arena of party politics. I hope any friends who have sufficient confidence in the Government to be content with that statement."

What was the alternative? We might have resigned. It was not that the King would undoubtedly have sent for the leaders of the Opposition, who might or might not have undertaken the responsibility of forming a Government. If he did, of course it is a matter of common knowledge that a Government so formed could not have existed a week in the then House of Commons for the sufficient reason

that that House would have refused to grant Supply. A Dissolution therefore was inevitable, so there is no ground whatever for thinking that that Dissolution would not have been attended with the same result. A Dissolution under those conditions would have been held in circumstances which would have made it almost impossible to keep the name and authority of the King out of the arena of electoral conflict. The King no doubt thought this was a matter which it was peculiarly incumbent upon him to safeguard. I have never used either publicly or privately the words "guarantee" or "pledge" in regard to this matter. They are words which seem singularly inappropriate to describe a purely conditional understanding such as that which purposely left open certain contingencies which might or might not arise. Nothing can be more absurd than to suggest what I think Mr. Balfour suggested, that the existence of such a conditional understanding between the Sovereign and his Ministers introduced any element of unreality into the subsequent discussion of the Bill when it came before both Houses of Parliament.

The Opposition seems to scorn that suggestion. I will tell them why there was never any question of obtaining the Royal assent in advance. To a cast-iron legislative scheme, to be rammed through Parliament, the King's assent would never be asked, and I am perfectly certain would never have been granted to any such proposal. The Bill was always treated by us, and is treated now, as we shall see to-morrow, as a Bill approved in principle by the electors, and therefore to be carried in principle into law, but as susceptible to any reasonable amendment which is not fatal to its principles. It was only in the possible event of its rejection, which has not occurred, or of its mutilation by the other House, which has occurred, that the "understandings" were ever intended to apply.

It was my hope and strong belief that the Lords, when they got the Bill, would show by their treatment that they recognised and were prepared, without pressure or any other aid, to give substantial effect to the decisive wishes of the electors and it was only when that hope was frustrated, as it was last month, that the King was asked and consented to exercise his prerogative. This is the whole proceeding and the whole proceeding is a matter of apology or even of defence. We took the only course consistent with considerations of honour and due regard for the dignity of the Crown. For my part, speaking for myself and my colleagues, I am perfectly content to abide by the judgment of the Commons and my fellow-countrymen.

Now I return to the real question raised by the motion—is it or is it not, unconstitutional in the existing circumstances for the Executive to advise the Crown to be ready to exercise its prerogative for the purpose of passing the Parliament Bill? That question admits of only one answer. The circumstances are unique and far stronger than the circumstances of 1833 of which Mr. Balfour seems to have a very nebulous historical view. The reform Bill was only a few years before the election. We are dealing here with a Bill which has been twice before the electors—in all its main principles in January and in all its details in December.

(The remainder of the Premier's speech had not come through up to the time of going to Press.—Ed. C.M.)

COMPANY MEETING.

Hongkong, Canton and Macao Steamboat Co., Ltd.

The nineteenth ordinary half-yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Co., Ltd., was held at the office of the Company, Hotel Metropole, last night.

Mr. R. Fuhrmann, President, and there were also present:—Hon. Mr. C. H. Rose, Messrs F. A. Gomes, C. Lenemann, H. A. Sieber, F. Lieb, P. H. Armstrong, C. Brindland (directors), W. Clarke (secretary), Dr. J. W. Noble, Messrs J. E. E. Machado, A. Denton, D. D. Macdonald, T. F. A. Sousa, A. H. M. da Silva, Ivan Wiser, and Sui Koo.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report and statement of accounts having been in your hands for the usual period, we will with your permission, take them as read. The result of the half year's working under review will, we hope, be considered very satisfactory by the shareholders, and we trust that the proposed increase of capital of £1,000,000, which will be met by the issue of new shares, will be a fair improvement in the net earnings of the company compared with last and 2nd half of 1910. This increase is partly due to economies of both kinds, and partly to the increased traffic from Canton during the year.

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THE S.S. EMPRESS OF CHINA.

Further Details of the Grounding.

The Japan Times of July 28th, says:—The Choochi Wireless Station was in receipt yesterday morning of a message from the Empress of China reporting that the steamer had stranded off Mera, near the entrance to Tokyo bay early yesterday morning.

The Empress of China (3,074 tons) was on her way to Yokohama from Vancouver and was to make the port yesterday.

The Nippon Yusen Kaisha having received a wireless message from the steamer asking for the despatch of a rescue ship, at once sent the Matsuyama Maru to the scene of the disaster.

According to reports from the steamer, she was overtaken by a violent storm off Rinkazan, Rikuzen, on her way to Yokohama, and continued her voyage working her way against the rough seas and storm until she drew near the entrance to Tokyo bay early yesterday morning. But the ship was here enveloped by a thick mist and struck a rock off Mera point, Boshu and midway between the Nojimasaki lighthouse and Suenosaki point, at 6 o'clock in the morning.

A later report says that there is no fear of the steamer becoming a wreck. Her passengers were all landed at Shirahama and the hull was expected to be refloated at high tide yesterday afternoon with the help of the Matsuyama Maru which was despatched for her relief. Passengers, crew, and cargo are all safe. All mail matters were removed to a steamboat specially fitted out by the Yokohama Post Office.

The steamer was carrying 35 cabin and 150 steerage passengers, and 4,500 tons of cargo.

Mr. W. T. Payne, Manager of the Yokohama branch of the C. P. R. Co., and Mrs. Payne and Mr. Esaki, chief of the New York branch of the Mitsui Bussan Kaisha, were among the passengers.

The latest report at hand says that the Empress of China went off her course at five o'clock in the morning, on account of the thick fog and ran on a reef about two miles off Mera. Seeing the catastrophe, fishermen immediately went to her assistance in some fifteen boats and landed the passengers and mail in safety.

The Minister of the Navy wired at eight o'clock in the morning to the cruiser Aso of the Training Squadron on the way to Yokohama to hasten to the scene. The mail matter and part of the cargo were carried by a steamer to Yokohama.

The stranded steamer sustained severe damage to the bottom and she cannot be moved at present without sinking. The damages are such that it will take three months for repairs.

The spot where the Empress ran ashore is known as Meraiki near the Nojimasaki lighthouse, Tokyo Bay, and it is not far from the spot where the ill-fated Dakota met her doom.

The Japan Gazette says that as far as can be gathered from the scene of the wreck, the vessel was steaming very slowly at the time she struck the reef, and it is not so far from the spot where the ill-fated Dakota met her doom.

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The Street of To-day, by John Masefield.

The Escape Agents, by C. J. Catuliffe Hyne.

The Jesuit, by Joseph Hocking.

The Muzzled Owl, by Corallie Stanton and Heath Hocking.

Members of the Family, by Owen Winter.

The White Owl, by Kate Kern.

Mr. Naikes, by C. A. Dawson Scott.

The Hand of Venus, by J. Morgan de Grand.

A True Woman, by Baroness Orczy.

Robinetta, by Kate Douglas Wiggin.

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COMPANY REPORT.

The Hongkong Hotel Co., Ltd.

The report of the Board of Directors of the above Company, to be presented at the ordinary meeting of shareholders to be held at the Company's Hotel, at 12.30 p.m., on Saturday, the 12th August, is as follows:—

The directors beg to submit their report for the half-year ended 30th June, 1911.

ACCOUNTS.

The profit on Working Account amounted to \$105,068.39, as compared with \$88,069.10 for the corresponding period of 1910, being an increase of \$16,999.29.

The Profit and Loss Account, including the sum of \$120,683 brought forward from last half-year, shows a credit balance of \$91,301.61, which the directors recommend should be apportioned as follows:—

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST FOR NEW YORK.)

S.S. SIKH on or about 16th August.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE," Proposed Sailing from Hongkong.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOREA, AND YOKOHAMA	SARDINIA	About 10th Aug.	Freight and Passage.
LONDON & ANTWERP	SYRIA	About 10th Aug.	Freight and Passage.
via Suez, Pango, C.M.O., Port Said & Marseilles	ARCADIA	About 17th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	Neon, 18th Aug.	Freight and Passage.
BOMBAY, via Suez, Pango, C.M.O., Port Said & Marseilles	SUNDH	About 24th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOREA, AND YOKOHAMA	SUNDH	About 24th Aug.	Freight and Passage.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

R.M.S. 'MONTEAGLE' calls at MOJI instead of Nagasaki. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
SATURDAY, 12th Aug.	EMPEROR OF BRITAIN, Friday, 5th Sept.
EMPEROR OF INDIA, Saturday, 2nd Sept.	ALLAN LINE, Friday, 29th Sept.
MONTEAGLE, Sunday, 12th Sept.	EMPEROR OF IRELAND, Friday, 20th Oct.
EMPEROR OF JAPAN, Saturday, 23rd Sept.	ALLAN LINE, Friday, 10th Nov.
EMPEROR OF CHINA, Saturday, 14th Oct.	EMPEROR OF BRITAIN, Friday, 1st Dec.
EMPEROR OF INDIA, Saturday, 4th Nov.	

'Emperor' Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the 'Marconi' wireless apparatus.

Each Trans-Pacific 'Emperor' connects at Vancouver with a Special Mail Express train and at Quebec with Atlantic Mail Steamer as shown above. The 'Emperor of Britain' and 'Emperor of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$71.10. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canada or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Fetter Street and Praya (opposite Blake Pier).

FRED J. HALTON, Agent.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of freight and further information communicate with or apply to

FRED J. HALTON, Agent.

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	TACOMA MARU	6178	Wednesday, 9th Aug., at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	SEATTLE MARU	6182	Wednesday, 6th Sept., at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated ADMIRALTY. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & AMOY	SOSHU MARU	THURSDAY, 10th Aug., at 10 a.m.
TAMSUI, via SWATOW & AMOY	DAIGI MARU	SUNDAY, 13th Aug., at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager.

Shipping

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONGKONG. The most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
KOREA	13,000 Tons, FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	13,000 Tons, SATURDAY, 26th Aug., at 1 p.m.
MANCHURIA	27,000 Tons, FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000 Tons, SATURDAY, 30th Sept., at 1 p.m.
KOREA	13,000 Tons, SATURDAY, 28th Oct., at 1 p.m.
SIBERIA	13,000 Tons, FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA	27,000 Tons, SATURDAY, 25th Nov., at 1 p.m.
MONGOLIA	27,000 Tons, SATURDAY, 18th Dec., at 1 p.m.

* Twin Screw. (-Via Manila). All Steamers are equipped with Wireless Telegraphy. The s.s. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on FRIDAY, the 11th August, at 1 p.m.

Fares: Hongkong to London £71, 10 s. Return six months £120 2s months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Governments: Members of the Naval, Military, Diplomatic and Consular Offices of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE

China.....10,200 " FRIDAY, 1st Sept., at 1 p.m.

Persia.....9,000 Tons, FRIDAY, 20th Oct., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, September 1st, at 1 p.m.

On the Fine MAIL STEAMERS, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports...£43.

Hongkong to San Francisco...£25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, 1st, 2nd & 3rd Floors (opposite Blake Pier).

FRED J. HALTON, Agent.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY, THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer NIPPON MARU, (Capt. W. E. Filmer), will be despatched from Hongkong in the 18th AUGUST, at Noon, via Shanghai and Nagasaki to KOREA where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

'SHINYO MARU' (Capt. H. S. Smith), the latest addition to the Trans-Pacific service, and a sister-ship of the s.s. 'TENYO MARU' and 'CHIYO MARU'.

This new turbine steamer is replete with every modern convenience including a Palm Garden on the Bridge Deck—all staterooms are outside rooms.

SOUTH AMERICAN LINE:

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO. The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,500	S. Togo	Tuesday, Aug. 22, Noon.

The Steamer 'KIYO MARU' will be despatched from Hongkong via MOJI, KOREA, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, the 22nd August, at Noon.

FARES FROM HONGKONG:

To London	£71.18.0.
and Return 6 months	£120.0.0.
To Valparaiso	Yen 570.00.

Through tickets to all principal Points in U.S.A., Canada and Europe. SPECIAL RATES (first-class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier) Hongkong, January 27, 1911.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & Antwerp
S.S. ALESIA	S.S. SIDAUTIA
9th Aug.	15th Aug.
S.S. FREIENFELS	For Hamburg & Antwerp
25th Aug.	S.S. SAXONIA
6th Sept.	15th Aug.
S.S. SUEVIA	For Rotterdam & Hamburg
20th Sept.	S.S. BRISGAVIA
S.S. SACHSEN	24th Aug.
6th Oct.	For Havre, Bremen & Hamburg
	S.S. AMBRIA
	1st Sept.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI, MOJI, KOREA, AND YOKOHAMA	FOUKANG	WEDNESDAY, Aug. 9, at Noon.
SINGAPORE, PENANG, & CALCUTTA	KUTSANG	WEDNESDAY, Aug. 9, at Noon.
MANILA	LOONGSANG	SATURDAY, Aug. 12, at 2 p.m.
SANDAKAN	MAUSANG	SATURDAY, Aug. 19, at Noon.
MANILA	YUENSANG	SATURDAY, Aug. 19, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days). The steamers 'Kutsang' and 'Foukang' leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	SUNGKANG	Aug. 9, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Aug. 9, at 2 p.m.
SHANGHAI	LINAN	Aug. 10, at 4 p.m.
WETHAIWEI & TIENSIN	KEICHOW	Aug. 11, at 4 p.m.
SHANGHAI	CHINHUA	Aug. 12, Midnight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	TAITUAN	Aug. 17, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. 'LINTAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Team' & 'Taming'. Saloon accommodation and electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS—(S.S. 'Anhui', 'Chenun', 'Linan', 'Chinhu')—with excellent passenger accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Tada, Tons 7000 DEN OF CROMBIE, Capt. H. F. Tada, Tons 7000 HIRANO MARU, Capt. H. F. Tada, Tons 9000	WEDNESDAY, 16th Aug., at Daylight. THURSDAY, 17th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOREA, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7000 INABA MARU, Capt. S. Tomioka, Tons 7000	TUESDAY, 16th Aug., at 4 p.m. TUESDAY, 12th Sept., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 12th Aug., from KOBE.
BOMBAY, via SINGAPORE AND COLOMBO	WAKASA MARU, Capt. Nielsen, Tons 7000	TUESDAY, 8th Aug., at Noon.
SYDNEY AND MELBOURNE, via AUCKLAND, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 6000	SUNDAY, 6th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI & KOREA	BOMBAY MARU, Capt. J. Tanaka, Tons 6000	WEDNESDAY, 16th Aug., at Noon.
KOBE & YOKOHAMA	KAMO MARU, Capt. Sommer, Tons 9000	THURSDAY, 17th Aug., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 30th Aug., at Noon.

Shipping with new system of wireless telegraphy. Cargo only. * Carries Deck Passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

Commencing, 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan. For Further Information as to Freight, Sailings, &c., apply to T. KUSUMOTO, Manager.

Regal Boots and Shoes

FOR SALE AT REASONABLE PRICES.

THE SAVOY, 8, D'Agallier Street (opposite Court House).

Orders booked by Manager, CHINA MAIL.

Shipping

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Suez, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and Soviet American Ports up to CHINA. (Taking Cargo at through rates to Penang, Cebu and Batavia, also BANGKOK, VALPARAISO, ALICANTE, ALMERIA and MALAGA).

THE Steamship ISCHIA.

Captain Basso, will be despatched as above on SATURDAY, the 12th August, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, July 31, 1911. 374

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain H. Powell, carrying His Majesty's Mail, will be despatched from this port BOMBAY, on SATURDAY, the 18th August, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Moros', 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Ten and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the s.s. 'Oceana' due in London on the 1st October, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, August 7, 1911. 1007

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE, Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ & PORT SAID.

(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE & AFRICAN PORTS).

THE Co's Steamship NIPPON, Captain Tarabochia, will be despatched as above on 25th August, at Noon. This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince of Buildings.

Hongkong, July 25, 1911. 953

THE 'INDRA' LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to call at Malabar Coast).

THE Steamship INDRADO, Captain W. H. Lea, will be despatched as above on or about 26th inst.

This steamer has excellent accommodation for a limited number of First Class passengers, and attention is directed to the moderate rates of passage money charged.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 4, 1911. 997

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

THE CHINESE MAIL

THE CHINESE MAIL

THE CHINESE MAIL

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THE CHINESE MAIL

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due London (London 1 day later)
Steamer	Tons	Ip. m. Sat. day	Tons	Sunday
DEVANHA	8000	Aug. 10	11000	Sept. 17
ARCADIA	8000	Sept. 10	11000	Sept. 23
DELTA	8000	Sept. 16	11000	Oct. 6
DELTA	8000	Sept. 30	11000	Oct. 20
DELTA	8000	Oct. 14	11000	Nov. 3
DELTA	8000	Oct. 28	11000	Nov. 17
DELTA	8000	Nov. 11	11000	Dec. 1
DELTA	8000	Nov. 25	11000	Dec. 15
DELTA	8000	Nov. 25	11000	Dec. 29

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Suez).
1st Saloon..... £71.10 Single. £108.14 Return.
2nd "..... £48.8 " £73.12 "

In addition to the above Mail Steamers the following:
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due London
SYRIA	about 1911	about 1911
NORE	August 23	September 24
SARDINIA	September 20	October 5
SUNDA	October 4	November 17
SUMATRA	November 1	December 14
MALTA	November 15	December 28

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.
FARES TO LONDON (including Suez).
1st Saloon..... £55.00 Single. £82.10 Return.
2nd "..... £38.10 " £67.4 "

For further particulars Apply to
E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIESE	DRONO	Aug. 14, about 8 p.m.
MARSEILLES, Via Ports	YARRA	ROSATI	Aug. 15, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE for BALATA, at C-ALOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 2) hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHEW AND RETURN.

Steamers	Captain	Leaving
HAITAN	Capt. J. S. Roach	TUESDAY, 8th Aug., at 1 p.m.
HAITUN	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 p.m.
HAICHING	Capt. W. C. Pasmore	TUESDAY, 15th Aug., at 1 p.m.

FOR SWATOW AND RETURN.
(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.
During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.
For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. O. Smith	Manila	THURSDAY, Aug. 10, at 5 p.m.
SUBI	4,000	S. Crosby	Manila	MONDAY, Aug. 21, at 5 p.m.

For Freight or Passage, apply

Shewan, Tomes & Co., General Managers

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.
Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Tons	Captain	ON OR ABOUT
ORTERIC	11,000	JAS. FINLAY	9th August
SUVERIC	11,000	F. GOWAT	22nd August
KUMERIC	11,000	G. McFILL	29th September

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Points.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates of Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRYS CENTRAL.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

FROM HONGKONG. FROM COLOMBO.
22nd July connecting with s.s. Katanga. 12th August.

For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS)
Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.
PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.
Frequent sailings. End August. End September.

For Rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.
From the West Wallond and Aberdare Mines (New South Wales) always on hand.
For Prices, delivery and other particulars apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, (Fourth Floor).
Hongkong, February 8, 1911.

ORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail
NAPLES, GENOA, ALGIERS, LUTZOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Capt. J. Bortfeldt	(17,300)	WEDNESDAY, 9th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINZ LUDWIG, Capt. F. von Binzer	(18,300)	WEDNESDAY, 9th August.
MANILA, YAP, MARION, SAMA, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR, Capt. F. Iscke	(8,100)	SATURDAY, 12th Aug., at 4 p.m.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	(5,000)	Middle of August

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to
Norddeutscher Lloyd, MELOHRS & CO.,
General Agents, Hongkong & China.

ON SALE

AT THE
CHINA MAIL OFFICE.

GENT'S WASHING BOOKS. Useful to Bachelors. Price 30 cts.

SAM-TEZ-KING. The Tri-Metrical Classic. Price 30 cts.

A HISTORY OF UNION CHURCH. Price \$1.00.

SIR ROBERT HART'S MEMORANDUM. A Series of Articles on Sir Robert Hart's Services for the Improvement of China. Price 20 cts.

Shipping.

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamer	Leave Hongkong	Leave Australia
ST. ALBANS	Aug. 28	Aug. 28
EASTERN	Sept. 8	Sept. 8
ALDENHAM	Sept. 18	Sept. 18

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.
CAPTAIN T. W. GARLICK.

VIA
NAGASAKI, KOBE, and YOKOHAMA

SAILS FROM HONGKONG ON SUNDAY, AUG. 6TH, AT 4 P.M.

FOR
SEATTLE.

Calling at Keelung and Shimon.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Pacific Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS. Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For connection of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA,
Agents.
—Hongkong, July 1, 1911.

THOS. COOK & SON.

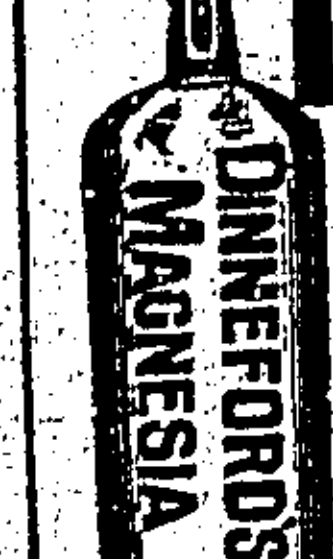
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 18, DES VOGES ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at low rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

HEAD OFFICE—LUDGATE CIRCUIS, LONDON, E.C.
Hongkong, April 4, 1906.



DINNEFORD'S
MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of debility, nervous, or other ailments. It is a powerful tonic, and is a most valuable remedy for all cases of debility, nervous, or other ailments. It is a powerful tonic, and is a most valuable remedy for all cases of debility, nervous, or other ailments.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like this in the history of medicine. It is a powerful tonic, and is a most valuable remedy for all cases of debility, nervous, or other ailments. It is a powerful tonic, and is a most valuable remedy for all cases of debility, nervous, or other ailments.

VETARZO REMEDIES ARE SOLD BY BOOT'S & CO. CHEMISTS.

Notices to Consignees

FROM EUROPE

THE M.A.L. Steamship ALEXIA.
Captain HARRIS, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed in their place in the warehouse and are to be taken to the warehouse at the Hongkong & Shanghai Wharf & Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given 10 days. All claims must be presented within ten days of the steamer's arrival, hereafter, which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th inst. will be subject to rent.
All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 13th inst., at 5.30 a.m.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, August 7, 1911. 1048

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.
FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

THE Steamship KITO MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from the Godowns, DA, 1st inst., at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on MONDAY, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be arranged.

All claims must be filed on or before MONDAY, 21st Aug., otherwise they will not be recognized.
M. MATSUDA, Agent.
Hongkong, August 7, 1911. 1006

SEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP BENDORAN.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Shanghai Wharf and Godown Co., Limited, where delivery must be taken from the wharves and Godowns. All Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, August 2, 1911. 988

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

Price \$14 per annum including postage.

THE CHINA MAIL, LTD.
5, Wyndham Street.

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Bonds for the ultimate investment of property, at least at par.
2. Possibility of Premiums, the smallest, other with Cash Premiums varying from 20% to 25% on the face value of the Bonds.
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

Give you these opportunities.

WHAT ARE THESE BONDS?
They are High-class and highly reliable Bonds, issued by the various Governments and Municipalities of Europe. They are valuable and highly profitable investments.

EASY PAYMENTS.
We sell these Bonds singly or in small lots of £100 each, and in any amount up to £10,000. They are payable in cash or by instalments.

We are the largest Dealers in the world. Write for Handbook, sent post free.
MELVILLE, CLYDE & Co., Bankers,
2, South Molton Street, Port of London.

MacEwen - Frickel & Co.

Importers of
Wines and Spirits,
etc., etc., etc.

GIN

The following lines
in Gin are stocked by
us.

Gilbey's Old Tom
\$13.50 Per Case.

Gilbey's London
Dry - \$13.50 Per Case

Gilbey's -
Plymouth -
\$16.50 Per Case.

Coate's Plymouth
\$16.50 Per Case.

Wolfe's Schnapps
\$18.00 Per Case.

Bois' Gin
\$23.50 Per Case.

Beuker's Schie-
dam (Cock
Brand) \$18.50 per case.
(of 15 Flasks, 4 Imp. Galls.)

Hulstcamp's Old
Schiedam
12 Stone Jars
(2 Galls)...\$16.00 per case.
12 Stone Jars
(2½ Galls)...\$19.00 per case.
24 Stone Jars
(2½ Galls)...\$20.00 per case.

The whole of the above
bottled in Europe.

MacEwen, Frickel & Co.,
4, des Vieux Road.

To-day's Advertisement

A. S. WATSON & CO., LTD. ESTABLISHED A.D. 1841. AERATED WATER MANUFACTURERS. NOTICE.

We beg to inform our Customers
and the Public generally that
We have Removed our Aerated
Water Factory

FROM DES VIEUX ROAD CENTRAL TO

Our New Factory at North Point.

We have opened a Central Depot in Connaught Road Central
(opposite Stone Wharf) where all local orders will be executed.

A. S. WATSON & CO., LIMITED.

Hongkong, August 8, 1911.

THE BIG SHOW

FILLIS' Great European Circus.

GRAND OPENING
FRIDAY, August, 11th,
AT THE
VICTORIA SKATING RINK
opposite Central Market, Hongkong
ONE WEEK ONLY.
Monster Programmes and Sensational
Events will take place
every evening.

POPULAR PRICES.

Booking Plan at ROBINSON
PIANO CO.
HONGKONG, August 8, 1911.

HONGKONG ICE COMPANY, LTD.
NOTICE.

IT IS HEREBY NOTIFIED that the
Price of ICE is REDUCED to ONE
CENT per lb. from this date.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 7, 1911.

HONGKONG ICE COMPANY, LTD.
NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association
the General Managers have this day declared
an INTERIM DIVIDEND for the
half-year ended 30th June, 1911, of TWO
DOLLARS PER SHARE.

DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after WEDNESDAY,
16th instant.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th inst.
to 14th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 7, 1911.

SWEDISH EAST ASIATIC CO., LTD.
GÖTEBORGS.

NOTICE TO CONSIGNEES.

THE Steamship
YEDDO,
having arrived, Consignees of cargo are
herby informed that their Goods, with
the exception of Opium, Treasure and
Valuable, are being landed and stored at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., Kowloon, and West Point Godowns,
whence delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all goods
remaining undelivered after the 14th inst.
will be subject to rent.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 14th inst., at
8.30.
All claims must reach us before the 17th
of August, 1911, or they will not be re-
cognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Undersigned.

OLUF WILK & CO.,
CHINA AGENCIES AKTIEBOLAG,
Agents.
Hongkong, August 8, 1911.

*BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SATSUMA.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence
and/or from the Wharves delivery may be
obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 15th inst.
will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 1st prox., or they will not be re-
cognized.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 14th inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, August 8, 1911.

THE BIG SHOW

FILLIS' Great European Circus.

GRAND OPENING
FRIDAY, August, 11th,
AT THE
VICTORIA SKATING RINK
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ONE WEEK ONLY.
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Hongkong, August 7, 1911.

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to 14th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 7, 1911.

SWEDISH EAST ASIATIC CO., LTD.
GÖTEBORGS.

NOTICE TO CONSIGNEES.

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OLUF WILK & CO.,
CHINA AGENCIES AKTIEBOLAG,
Agents.
Hongkong, August 8, 1911.

*BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

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FROM NEW YORK.

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Godown Co., Ltd., at Kowloon, whence
and/or from the Wharves delivery may be
obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 15th inst.
will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 1st prox., or they will not be re-
cognized.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 14th inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, August 8, 1911.

To-day's Advertisement

IMPERIAL GERMAN MAIL LINE.

VORDEUTSCHER LLOYD. BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

The Steamship

PRINZ LUDWIG.

Captain F. von MUKOW, will leave for the

above places (via MUKOW) (WEDNES-

DAY) the 9th inst., at 11 a.m.

For further particulars, apply to

NORDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, August 8, 1911.

1017

SHIPPING

ARRIVALS.

August 6.

Hwang, British str., 1,350, J. M. Hay,

Hwang Aug. 3, Coal.—JARDINE, MATHESON & Co., Ltd.

—BUTTERFIELD & SWIRE.

Kintok, British str., 4,616, H. Brown,

Liverpool and Singapore Aug. 1, General.

—BUTTERFIELD & SWIRE.

Michael, German str., 951, J. J.

Polanen, Haiphong and—Hollow Aug. 5,

General.—JARDINE & Co.

Chunang, British steamer, 1,418, C. J.

Mattock, Swatow August 5, Ballast—

JARDINE, MATHESON & Co., Ltd.

Germania, German steamer, 1,714, H.

Franks, Wakanatsu July 30, Coal.—

JARDINE & Co.

Leckum, German str., 1,020, W. Talbot,

Bangkok and Haiphong August 5, Rice—

BUTTERFIELD & SWIRE.

Saitama, British steamer, 2,650, Kerr,

New York and Singapore July 31, General.

—DODWELL & Co., Ltd.

Loetia, British steamer, 1,350, Page,

Seigon August 2, Rice and General—

CHINESE.

Kiang Ping, Chinese steamer, 1,222,

H. Uden, Chinkiang Aug. 1, General—

CHINESE.

Siagan, British str., 1,047, F. Jamieson,

Haiphong August 5, and Haiphong 6, Rice

and General.—BUTTERFIELD & SWIRE.

Kwang Ping, British str., 1,243, G. M.

Wagot, Chinkiang July 28, Coal.—

CHINESE. ENGLISHMAN & Co., Ltd.

Orelic, British steamer, 2,917, Findley,

Manila August 3, General.—BANK LEVY,

LTD.

Hafslund, Norwegian steamer, 1,066, C.

Amesen, Bangkok and Haiphong Aug. 5,

General.—AARBER, THOMSEN & Co.

Soshi, Japanese str., 1,110, K.

Sugawara, Amoy, Haiphong and Swatow

Aug. 6, General.—ONAKA SHOKEN KAISHA.

Kueichow, British str., 1,219, E. Forsyth,

Tientsin July 30, and Swatow August 6,

General.—BUTTERFIELD & SWIRE.

August 8.

Nippon Maru, Japanese steamer, 3,452,

W. E. Elmer, San Francisco July 12, and

Shanghai August 5, Mail, Flour and Gen-
eral.—KAWA K. KAISHA.

Mandarin Maru, Japanese str., 3,246,

T. Ota, Manila Aug. 2, Coal.—M. B. K.

Towara, British str., 3,319, H. Mac-

donald, San Francisco, Kerosine Oil—

STANDARD OIL CO.

Jaden, Danish str., 5,553, C. Jensen,

Hankow Aug. 2, General.—MELCHERS & Co.

Sam, British steamer, 1,047, M. B. K.

Shanghai August 4, Ballast.—ARABIC

PETROLEUM CO.

Zufu, American str., 1,408, M. C. Smith,

Manila Aug. 5, General.—SUEWAT, TOMES

& Co.

Longman, British str., 1,092, G. W.

Leach, Manila Aug. 5, General.—JARDINE,

MATHESON & Co., Ltd.

Prinz Ludwig, German str., 5,622, F. v.

Binner, Bremen June 23, and Singapore

Aug. 4, Mail and General.—MELCHERS & Co.

DEPARTURES.

August 7.

Peninsular, for Singapore and London.

Hutchinson, for Swatow and Fochow.

Lightning, for Singapore and Calcutta.

Tienan, for Singapore and Haiphong.

Tijedon, for Sourabaya.

August 8.

Corinthia, for Sourabaya and Suez.

Fry, for Canton.

Taiwan, for Canton.

Liam, for Canton.

Soshi Maru, for Canton.

Hutchinson, for Canton.

Chienan, for Shanghai.

Prometheus, for Singapore and Antwerp.

Glenalloch, for Amoy.

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